

TRANSCRIPT
Great Lakes Region
Jeff Richards

N575RB: And Chicago Beechjet five seven five romeo bravo request four three zero.

Richards: November five seven five romeo bravo descend and maintain flight level four three zero, do you need lower than that?

N575RB: Yes please, five romeo bravo.

Richards: Okay November five seven five romeo bravo descend at pilot's discretion, maintain flight level three seven zero.

N575RB: Flight level three seven zero, five romeo bravo.

N575RB: Center we have a dual flame-out.

Richards: Okay November five seven five romeo bravo your cleared to descend and maintain flight level two four zero.

Richards: November five seven five romeo bravo descend and maintain flight level two zero zero.

N575RB: Flight level two zero zero, five romeo bravo.

Richards: November five seven five romeo bravo say altitude.

N575RB: Center five romeo bravo, we're at twenty-three six and we're gonna need vectors. We've lost um, we've lost our nav now.

Richards: Okay I've got an airport right below you if you want to circle around for it, it's the Marion Indiana Airport, or I have Indianapolis Airport which is about 50 miles to the southwest of you, and there are several other small ones around there if you want to talk about them.

N575RB: Chicago, five seven five romeo bravo, we want to um, we want to land at the nearest airport with (unintelligible)

sufficient runways, this is gonna be a... At, at best a no-flap landing.

Richards: Okay right underneath you is the Marion Municipal Airport. It's 6,000 feet long, hard surfaced, runway four, two two.

N575RB: And what is the current weather?

Richards: I don't have their weather right now.

N575RB: Okay could you please get it? And what's the next airport right in front of us?

Richards: Next airport right in front of you is Anderson, uh, Indiana. That's 5,400 feet long, hard surfaced, runway one two, three zero.

N575RB: Okay and how far is that sir?

Richards: That airport is one seven zero degrees bearing from you at 15 miles.

N575RB: One seven zero at 15 miles, five romeo bravo, we'll try that one.

Richards: Okay, understand I don't have any localizer information if there is even a localizer there, but I'll get you the airport information shortly.

N575RB: Roger.

Richards: Okay November five romeo bravo the airport, do you have the airport in sight? The runway again is one two, three zero.

N575RB: Negative, we have no airport in sight.

Richards: November uh five seven five romeo bravo turn 30 degrees to the left.

N575RB: And what is the runway orientation?

Richards: One two, three zero, looks like one two be your best bet, you'll be lined up almost right for it.

N575RB: One two, and it's uh 15 miles sir?

Richards: Negative, it's about eight miles now.

N575RB: Could you give us the identifier for it, sir?

Richards: Alpha India Delta.

N575RB: Okay Chicago five seven five romeo bravo, um could you give us another heading sir, and the orientation of the um airport?

Richards: Okay the airport is one two, uh twelve, three zero, so a 120-degree heading is, would be lined, you're almost lined up straight for that runway, and it's about four miles away, I've lost you on radar but I'm still getting primary hits.

N575RB: All right sir, we cannot go straight ahead into the uh, we cannot make that um, we can't make that turn sir.

Richards: Okay November five romeo bravo I show you about four miles to the west of the airport on a north heading.

N575RB: Okay this is uh five romeo bravo, we got the airport in sight, we're trying to lose some altitude and trying to get on that final there.

Richards: November five romeo bravo the winds at Anderson are three two zero at niner knots.

N575RB: Roger that we copy.

Richards: November five romeo bravo, you might as well contact the uh Anderson Tower now, one two six point zero. Twenty-six zero.

N575RB: Twenty-six zero, romeo bravo.

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